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SUBJECT	Construction Work at Stendal Airfield	DATE DISTR. 11 December 1957
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3.	The following safety strips and zones consisting of a layer of mineral soil 20 on thick were available: A 220-meter wide strip along the southern side of the runway. A 70-meter wide strip along the northern side of the auxiliary lame A 60-meter wide strip running on such side of the northern approach taxiway. A 60-meter wide strip from the western end of the succiliary lane to the spur track along the western approach taxiway. A 70-meter wide strip along the northern side of this approach lame further safety strips were built between runway and taxiway and between taxiway and auxiliary lane.	3
4.	Bepair work on the 3 western hangars, each 36 x 100 meters, at the northeastern portion of the airfield was scheduled to be completed by late September 1957, and on the two eastern hangars after the departure of the ITB (Ing. Tiefbau Brandenburg) construction personnel.	
5.	The fuel dumps installed prior to 1945 will possibly be put into operation, since no new fuel dumps were observed. The old dumps were empty and their capacity was unknown. The 3 fuel dumps had formerly been interconnected. Fuel dump No 1 contained four tanks, dump No 2 three tanks, and dump No 3 six tanks. A manhols led to the underground bedding of each tank. The concrete cover of fuel dump No 3 was about 3 maters high and the tank below the concrete cover was about 8 meters high.	50X1-HUM
6.	The installation of a hydraulic station with 2 air-pressure tanks 1.60 meters in diameter, 2 pressure pumps, and 2 15 kW reserve pumps was planned.	
Thorac upon	ption of Attachment:	
	ch showing installations described in the legand.	50V1 LIIM
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50X1-HUM

Legend

Overlay sketch, scale 1:12,500 Sheet 3336/37

Stendal Airfield,

50X1-HUM

- I Runway 2,000 x 60 meters
- R Taxiway 14 neters wide
- II Connecting lanes 14 meters wide

III ** " " "

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V " " 12 " "

VI " 12 "

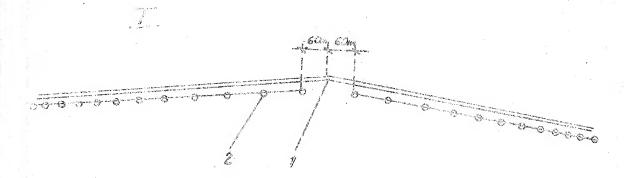
- VII Auxiliary lane 692 x 50 meters
- VIII Northern approach taxiway 12 meters wide
- IX Connecting lane between runway and taxiway 14 neters wide, between taxiway and auxiliary lane 12 neters wide
- X Western dispersal area 160 x 30 meters
- XI Eastern dispersal area 80 x 30 meters
- 1 Fuel dump No 1 : 4 tanks
- 2 Fuel dump No 2 : 3 tanks
- 3 Fuel dump No 3 : 6 tanks
- 4 Spur track ramp
- 5 Western approach taxivay 10 neters wide
- 6 Ordnance depos
- 7 Fence
- 8 Entrance
- 9 Eastern water discharge point
- 10 Western water discharge point
- 11 Cable collecting shafts underneath the runway and taxiway
- 12 Drainage system
- 13 Safety zone

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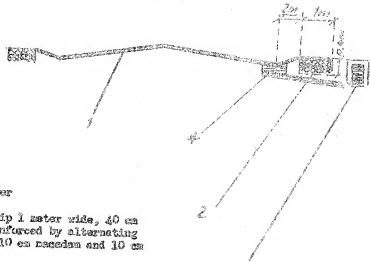


Legged

- 1. Vertex of the runway
- 2. Cable collecting shafts

Stone Section of the runtary

Not to Smale



. 3

Legged

- L. Humay cover
- 2. Porder strip 1 meter wide, 40 cm thick, reinferced by alternating layers of 10 cm recedem and 10 cm topsell
- 3. Collector
- &. Rain collector with pipes 200 mm in diemeter

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Sanitized Copy Approved for Release 2010/07/21 : CIA-RDP80T00246A039100360001-8 50X1-HUM SECRET CUNTRY East Corcany REPORT SUBJECT Construction Work at Stendel Airfield DATE OF REPORT 13 November 1957 PLACE ACQUIRED 50X1-HUM LAST REPORT-ON SUBJECT (If applicable) ANNEXES 2-sketches with legends on ditto The concrete cover of the two ends of the runway each 520 meters long was 20 on thick, while the cover of the middle portion was 50X1-HUM only 18 ch thick. Runvey and taxivay had the same profiles. From a vertex in the first third toward the eastern end of the two lanes, they inclined toward west by about 14.5 neters and toward east by about 2.45 neters. Portland cement type 325 with a compressive strength of 325 kg/cm2 was used. The following layers were underneath the concrete cover (from top to bottom): Insulating cardboard 10 on sand 20 cm gravel (packed) Concreting work on all concrete lanes and hard stands were scheduled to be completed by 10 October 1957. The 1-meter-wide and 40-en-thick border strip was reinforced by 10-on layers of macadam and 10-om layers of topsoil alternating with one another. 2 Joints were filled with bitumen. Border strip and joints of all concrete lance and slabs were to be completed by 31 October 1957. Cable collecting shafts were installed underneath the runway taxiway, auxiliary collecting lance. Thirty-six collecting shafts each were installed on the two sides of the runtay, 50X1-HUM with decreasing intervals toward the two ends of the runway from the vertex. They were commected by pipes manufactured with concrete coulded by centrifugal action. Pipes increasing not only in number, but also in dispeter toward the ands of the runway from 250 mm at the vertex to 700 mm were installed to secure a constant discharge, of water which otherwise would easily lums up at the sloping ends. The northern-most collectors of the cartern and western ends of the runmay were connected with the corresponding southern-most collectors From the two southern collecting shafts, tater was conducted through a pipe 700 mm in discreter to the western and to the eastern outflow respectively. Rain water men from a gutter extending along the two sides of the runway through socialist min collectors and concrete pipes 200 mm in dismeter to the collecting shafts or their connecting pipes. A total of 14 rain collectors was installed at each side of the runney. The grainage of the auxiliary lane was elso secured Withe installation of solleating shafing

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50X1-HUM

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 A 70-neter wide strip along the northern side of the auxiliary lane.

 A 60-neter wide strip running on each side of the northern approach taxiway.

 A 60-neter wide strip from the western end of the auxiliary lane to the spur track along the western approach taxiway.

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6. The installation of a hydraulic station with 2 air-pressure tanks 1.60 peters in diameter, 2 pressure jumps, and 2 15 kW reserve pumps was planned.

Comment. For sketch, see Annex 1.

2. Comment. For execut, nee Amex 2.

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- 10 Western sater discharge point
- 11 Cable collecting shafts undermosth the runsay and torivey
- 12 Drainage system
- 13 Safety some

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Sanitized Copy Approved for Release 2010/07/21 : CIA-RDP80T00246A039100360001-8 SECRET - U.S. OFICIALS OILY 50X1-HUM Leactivities Section of the Current 1. Vertex of the runney 2. Cable collecting shafts Crane Secretary of the turing bt to Scale Legging l. Russay cover 2. Border etcip 1 meter wide, 40 cm thick, rejaforced by alternating layers of 10 cm resenden and 10 cm topsoft 3. Collector 4. Rain collector with pipes 200 mm in diameter

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